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The author has gone so deeply into the details of the development, that the book would be more properly classified under the heading of History than of economics. Such a maze of historical facts is presented, that the reader has difficulty in getting the economic significance of those facts, and the author himself does not clearly point out their import.

For a reader interested in the struggles of early trade unions, there are three excellent chapters full of illustrative material taken from the cutlery group. A chapter comparing the evolution in edge tool manufacture with that in cottons, woolens, linens, ribbons, hosiery, and leather gives weight to the author's contention that the making of knives, saws, and scissors is not alone in long retaining parts of the domestic system, and that the industrial revolution in the great mass of industries has been attained very slowly.

R. MALCOLM KEIR.

*University of Pennsylvania.*

LYDE, LIONEL W. *The Continent of Europe*. Pp. xv, 446. Price, \$2.00. New York: The Macmillan Company, 1913.

This, the first volume of a new geographical series on the continents of the world, is a comprehensive treatment of the geography of Europe. The author's conception of geography is decidedly one showing relationship between physical features and man, with emphasis on man's response to his environment. Hence, throughout this large volume, the social, political and economic adaptations of man to land and climate are treated in a most suggestive manner. The book may be divided into two parts: the first part, comprising about 80 pages, treats of the continent of Europe as a whole—its world relations; its relief and the control of relief on land communications and distribution of population; its climate and climatic controls of life. The remainder, and much the larger portion of the book, treats of the various political divisions of Europe.

Under the regional treatment of various countries no rigid outline is followed, but in most cases a chapter discusses such topics as geographical position and its significance; physical features and climate with their economic and social responses; agriculture, minerals, water power and industries of the country as a whole, followed by an account of the geographic factors underlying the growth and development of the most important political divisions and cities. It naturally follows from the large number of countries and topics discussed that the treatment is fragmentary in many instances; often broad generalizations are left unsupported by facts or reasons. Clearness is frequently sacrificed to the brevity demanded by the great amount of detail the text contains. Fuller discussion of fewer topics would have added greatly to the value of the book for most readers. On the whole, however, the book well interprets the general facts of Europe's commercial, economic and political conditions in terms of geographic environment.

The book contains twelve colored maps giving physical features together with the important political divisions. Scattered throughout the text are many diagrams and maps in black and white. A complete index is appended.

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G. B. ROORBACH.